



6. GROWTH AREA ELEMENT

A. INTRODUCTION

The purpose of the Growth Area Element is to identify those areas most suitable for efficient, cost-effective mixed-use type of development where infrastructure, including streets, utilities and public services, is existing in relatively close proximity and where development can be accomplished in a manner that supports positive neighborhood qualities. It is the intent of this element to support the development of well-defined neighborhoods that include quality street environments, attractive recreational facilities, integration with natural areas, and places that allow public interaction and community involvement.

This element is devoted to an examination of growth and the facilitation of an efficient pattern of land use which minimizes infrastructure costs, promotes economic development and housing needs, and encourages many of the small town qualities highlighted by the General Plan's vision. The Growth Area element encourages a focused pattern of development in those areas of the community that are most able to support such development. Efficient mixed-use development minimizes traffic and other impacts, and better enables opportunities to provide affordable housing, preserve the City's unique natural and historic amenities, open areas, backdrops, vistas, and trail opportunities. The Growth Area element also sets the stage for a pedestrian-oriented scale of development, which helps define the small town qualities that people value.

B. LEGISLATIVE REQUIREMENTS

Under Arizona's Revised Statutes (ARS § 9-461.05.D.2) the City's General Plan is required to include:

- A growth area element, specifically identifying those areas, if any, that are particularly suitable for planned multi-modal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses. This element shall include policies and implementation strategies that are designed to:
- (a) Make automobile, transit and other multi-modal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development.
 - (b) Conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth area's boundaries.
 - (c) Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financing planning that is coordinated with development activity.



C. KEY ISSUES

1. Encourage Rational Development.

The State Statute supports planned concentrations of development, which result in cost-effective use of existing infrastructure, less automotive travel inside the City and conservation of resources and open space. The Growth Area Element supports rational development by identifying specific locations of the City that are most conducive to mixed-uses and essential concentrations of residential densities; and recommends a planned development land use designation for appropriate locations in the City. The Growth Area element describes opportunities for taking advantage of efficient locations for future growth and for sub-area planning of those locations. Continued review of land development, land supply and demand is recommended to better guide those efforts.

2. Planning of State Trust Land.

Approximately 980 acres of State Trust Land are located in two sub-areas within the city limits. The Land Use Classification for all State Trust lands is indicted as “Planned Development.” Additionally, a 10 square mile block of State Trust land located to the east of the City along State Route 89A has been proposed for annexation. The City intends to work proactively with the Arizona State Land Department (ASLD) to ensure quality planning for any areas currently within the city or any areas with potential for annexation. A total of 16 square miles (10,240 acres) of State Trust Land are located in the Verde Valley region.

3. Infrastructure Expansion.

The identification of designated growth areas within the city is intended to correspond to both existing properties and potential locations where there could be efficient, cost-effective use of infrastructure, including roads and utilities, as well as pedestrian, bicycle and transit facilities. Infrastructure and facilities are typically extended to locations that are contiguous or in close proximity to existing developed areas rather than bypassing or skipping over to more remote properties due to cost constraints.

4. Infill Development Locations Support Efficient Growth.

The coordination of infrastructure expansion with development activity is intended to provide for efficient, cost-effective development of the overall system. Where such growth is located in proximity to existing infrastructure and existing development, it will be that much more capable of supporting multi-modal transportation and other infrastructure options. The intent of the Growth Area Element is to identify development locations that are in relatively close proximity to existing infrastructure and transportation systems, and suitable for taking advantage of efficient development opportunities that support multi-modal transportation options. Infill locations provide some of the best opportunities for meeting the criteria expressed in the State Statutes for identifying suitable Growth Areas.

5. Watershed and Open Space Values.

Identification of Growth Areas, as per State Statute, can help encourage an approach to development that provides a more efficient, compact, pedestrian-oriented development. The trade off with this type of development is the need to also integrate natural open space preservation into the planning framework. Open space, which may consist of major washes, steep slopes and flood plain areas serves as a critical component of long-term watershed sustainability. Without sufficient large areas of undeveloped land in this region, the water cycle and aquifer recharge process will suffer. Efforts to promote more efficient and more compact development patterns always need to be balanced with a framework of open space preservation from the local to the regional scale.



D. GROWTH ESTIMATES

CURRENT CONDITIONS.

According to the 2010 Census, the City of Cottonwood contains 5,932 housing units with approximately 5,179 occupied units. Based on long-term trends, the average household occupancy is indicated at 2.27 persons per household.

Cottonwood Population (2010)	11,265
Total occupied housing units (2010)	5,179

Potential Residential Development: In establishing these estimates, consideration was given to the existing zoning as well as the maximum number of units that could be built in existing subdivisions. Similarly, multi-family land occupied by apartments was considered “built-out,” at the current number of units. Multi-family lots located within subdivisions were assigned a unit density based on their size and zoning. Estimates for potential residential development are summarized below:

<u>Type of Housing Unit</u>	<u>Existing - 2010</u>
Single-Family	2,966
Multi-Unit Residential	1,780
Manufactured Homes	<u>1,186</u>
	5,932 units

<u>Type of Housing Unit</u>	<u>Potential (Estimate - based on existing vacant land & zoning)</u>
Single Family	6,547
Multi-Family Units	5,226
Manufactured Homes	<u>1,474</u>
	13,274 units

BUILD OUT GROWTH ESTIMATES.

The “Build Out” estimate for residential units is based on calculations of existing development and currently available vacant property that could be developed according to similar development patterns. This is estimated at a total of existing and future development resulting in a potential for approximately **13,274 units total**.

There is no timeframe suggested by this investigation of potential development. The analysis does not make any predictions on national or statewide population growth patterns or consider availability of water resources, economic conditions or other external calculations. The question only looks at the existing land available and provides an estimate based on land area, zoning and conventional development scenarios. Based on available vacant land, the population within the current boundaries of the City of Cottonwood could potentially be over **29,000 persons** at “build out” if developed in a manner similar to current land use patterns.

This estimate does not include adjustments based on potential annexations of surrounding territory, land exchanges or more innovative, higher-density land development options, any of which could result in a higher population estimate within the city. The discussion also does not consider the likely growth potential in the immediately surrounding communities and the corresponding influences and pressures on internal city systems that will result from such regional population growth. The internal population growth within the city limits is only one part of the long-range scenario that is considered; the continued growth of the surrounding communities and the resulting impacts on local systems and infrastructure also needs to be factored into long-range forecasting for the City of Cottonwood.



E. PLANNED AREA DEVELOPMENTS

For most of the identified “growth areas,” it is most likely that Planned Area Development (PAD) Zoning would be the appropriate choice for the zoning designation. PAD Zoning is an option that developers can request based on the opportunity to receive greater flexibility with the specific development standards and with the mix of allowable uses. In return for such considerations, it is expected that a more creative, innovative and higher quality project will be provided.

The Cottonwood Zoning Ordinance, Section 424. “PAD” Zone, (Planned Area Development), was amended in 2008, to clarify the procedures and criteria for establishing new planned development zoning. PAD describes a zoning classification that allows a developer to propose unique, custom standards for a development. The intent of the PAD zoning process is to ensure superior development attributes and a higher quality design concept. In addition, the amendments are intended to describe a standardized approach for the submittal format with improved documentation of the details of a proposed development.

PAD Zone requirements include the following:

- **Master Development Plan (MDP):** A MDP shall be submitted as a separate document in a ring binder format, with project narrative, maps, exhibits and other documentation. The change of zoning to the PAD classification requires approval of the MDP by the City Council and this becomes the primary document guiding development of that particular project.
- **Documentation of Standards.** Expands the information required in the submittal, including detailed property development standards, design guidelines and graphic exhibits.
- **Level of Detail.** Details are required in the MDP, including Building Design, Streetscape, Circulation and Traffic Impacts, Open Space and Landscaping, and Water Conservation programs.
- **Process.** The Planning and Zoning Commission reviews and provides recommendations regarding the project concept, land use mix, design theme and any design guidelines prior to the Council hearing.

Summary of Master Development Plan (MDP) Requirements for Planned Area Development.

- **Format:** The MDP for the PAD is submitted as a single document in ring binder format. This allows coordinated review of the proposal. The approved MDP document then becomes the primary reference for future development of that property.
- **General Plan Review:** Documentation of the relationship of the proposed development to the General Plan is required. In addition to the analysis of Land Use issues, a review of the project relationship to the various General Plan elements is required, such as circulation, open space, community vision and so on.
- **Property Development Standards:** PAD Zoning allows flexibility for the developer to propose unique property development standards. Details and graphic examples of the proposed PAD standards are required as part of the initial submittal.
- **PAD Design Guidelines:** Developers are required to provide details for the overall design theme, as well as typical design details for building components, site features, etc., prior to approval of the PAD Zoning.



- **Design Review Approval:** The Planning and Zoning Commission reviews the project theme and proposed design guidelines prior to approval of the MDP with recommendations forwarded to the City Council. The Commission still reviews and approves the final design for proposed buildings through the standard Design Review process but the direction and design concepts for the PAD are submitted up front for approval as part of the MDP.
- **Circulation Standards:** A Traffic Impact Study may be required for larger developments, as specified. Traffic Calming techniques, such as intersection bulb-outs, local roundabouts and other techniques to ensure safe and reasonable vehicle traffic speeds and an emphasis on bicycle and pedestrian uses, may be required in neighborhood street design. Multi-modal transportation concepts, such as walking, bicycling and transit, are expected as part of the PAD approval process. Complete Streets planning concepts encourage streets within a master planned community to provide sidewalks, bicycle facilities, and bus bay pull-outs in addition to vehicular access.
- **Open Space Standards:** Open space description includes preservation of natural areas and features, including major washes, distinctive steep-sloped hillsides, trail systems and access to any nearby public lands.
- **Landscape Standards.** Requires low water use, drought-tolerant plants and xeriscape techniques that further water conservation objectives. Preliminary plans, plant lists and design theme for proposed landscaping required prior to PAD approval.
- **Water Conservation.** PAD approval requires a comprehensive approach to water conservation, including appropriate drought tolerant landscaping, use of reclaimed water, large-scale rainwater harvesting and water conserving plumbing fixtures. Individual gray water systems are encouraged for residential development.
- **Citizen Participation Plan, Public Notification Exhibits:** Requires public notification and input so that process and results are documented in one section.



F. GROWTH AREAS

As per State Statute, the General Plan identifies Growth Areas based on their ability to be developed with efficient, compact, pedestrian-friendly development and to connect to infrastructure systems in an efficient, cost-effective manner. Large areas of undeveloped private land and State Trust Land are mainly located towards the perimeter of the city. Some of these areas provide opportunities for more efficient development while some sites need to be sensitive to the less developed surrounding context.

The General Plan encourages development that provides more effective use of existing infrastructure, consolidates traffic flows and provides better opportunities for pedestrian-oriented development and a mix of housing types. To encourage the infrastructure necessary to accommodate the densities and use mixtures that support more cost effective growth patterns, the land use element emphasizes planned development which includes performance standards that help to accomplish community objectives. Generally, infrastructure capacity to accommodate development is available in the interior areas of the city. Infrastructure development will typically be expanded to the perimeter growth areas in association with development in those areas. The Planned Development (PLD) land use classification is the most appropriate designation for the identified “growth areas.”

REVIEW OF COTTONWOOD GROWTH AREAS

As per Arizona Revised Statutes, (ARS § 9-461.05.D.2), Growth Areas are intended to identify areas that are particularly suitable for planned multi-modal transportation and infrastructure expansion, and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, employment-based and tourism-related uses.

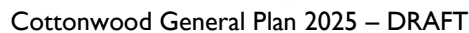
EAST AREA

The East Gateway Area in proximity to State Route 89A, Mingus Avenue Extension and Cornville Road is a likely area for potential future growth and development. The area is a major “gateway” entrance to Cottonwood coming from Sedona and Cornville. The area includes Coconino National Forest and the Yavapai County Cliffrose Conservation Area, as well as over two square miles (1,348 acres) of undeveloped property, about half of which is the second phase of the Verde Santa Fe project (currently zoned PAD). Most of the remainder of potentially developable land is State Trust Land property within the City along SR 89A. The State Trust Land property within the city is currently zoned AR-70 (single family / 70,000 square foot minimum lot size) and would likely need rezoning prior to development.

East Gateway:

At the present time this area does not have the level of infrastructure necessary to support the type of quality development that is expected there. Infrastructure would be expected to be extended to the area in association with any future development. This would include water lines, wastewater treatment capacity, additional roads and traffic control, and other utilities necessary for such development, including electricity, natural gas, telephones and communications. Future development in this area will need to address coordinated access from the roadways.

Around 2001, approximately 369 acres of Arizona State Trust Land was initially acquired by Yavapai County as a conservation area for the endangered Arizona Cliffrose (*Purshia subintegra*). A portion of the area was used for right-of-way to construct the Mingus Avenue extension leaving 239 acres of State Trust Land around the intersection available for future sale and development. The Mingus Avenue Extension roadway and new bridge over the Verde River officially opened in January 2005. With the completion of the Mingus Avenue Extension, there remains about 315 acres of the Yavapai County Cliffrose conservation area located north of the Mingus Extension and 41 acres to the south.





SOUTH AREA

State Trust Land / SR 260:

The 260 Gateway Growth Area is composed of 758 acres of State Trust land that is located west of State Route 260 and south and west of portions of Verde Village. The property is mostly surrounded by developed residential areas to the west, north and east. Access to the area from SR 260 would need to be coordinated with ADOT. Secondary access would be from Old Highway 279. The General Plan establishes a planned development (PLD) use classification for the State Land properties.

Commercial Corridor:

Approximately 48 acres of undeveloped property are located along a strip east of SR 260 and south of Fir Street. There are a number of small and medium parcels owned by several property owners. There are some unique issues with several of the properties, including proximity to more intensive heavy commercial and storage uses, and lack of highway frontage. If the owners worked together, these properties could be master planned as a coordinated development area with shared access and infrastructure development. The benefits of assembling properties and master planning the area could include more efficient access, increased screening and buffering with existing uses to the east, integration of major wash features, and creation of sufficient area to design and build an attractive, mixed-use, compact development with commercial and residential uses. Without coordinated planning, it is likely that random individual parcel development will occur here over a number of years.

WEST AREA

West Side Planned Development:

The private property in this area could remain ranch land indefinitely; however, if there was interest, it could also be suitable for a range of development options. West of the airport there are about 500 acres of private ranch land that could be developed with residential, commercial, mixed use or other options. The area is to the west of the airport but mainly outside of the flight path for aircraft, which generally do not turn into or land from the mountain side. The elevation on the hillsides rises higher and provides outstanding views across the Verde Valley. Construction standards for buildings in this area could include “sound attenuation” measures to ensure any potential noise from airport activities is mitigated. Some of the area backing up to the National Forest has steep slopes and there is a major wash cutting through the property which suggests there could be opportunities for more innovative planning that would protect these valued resources. The property shares a boundary with the Prescott National Forest and there may be opportunities to collaborate with the Forest Service on the development of trail access. The property is currently zoned Agricultural Residential (AR-70, AR-43) but should be supported for more intensive development, such as planned development, provided the project is designed to take advantage of the natural assets of the property, including dramatic views, steep hillsides and relatively close connection to developed areas of Cottonwood.

Airport Master Plan Area:

Both the east and west sides of the airport include areas suitable for potential industrial/commercial development, as per the Cottonwood Municipal Airport Master Plan. This may not meet the precise definition of a “growth area,” as per State Statutes which emphasizes residential development but it is worth noting in terms of the overall planning of the area, as the airport uses will influence any future use of nearby lands. Airport planning should also consider potential future development of the surrounding lands so as to ensure mutually compatible development programs.



NORTH AREA:

Pine Shadows and On the Greens:

The future expansion plans for the manufactured home parks indicate room for additional growth. Support should be provided for any proposed modifications to the development plans that add innovative, community-oriented design features, such as pedestrian walkways, bikeway features, and neighborhood parks. Groseta Ranch Road will provide an east-west connection between SR 89A and North Main Street near Old Town.

Groseta Ranch:

The Groseta Ranch property located along the north-east side of SR 89A between Verde Heights Drive and Pine Shadows includes about 144 acres that could be developed with a mix of commercial and residential. This property is identified in the General Plan as a prime example of a Growth Area as described in State Statutes. PAD Zoning was approved for this property in 2001 but no development occurred in association with the zoning case.

Clemenceau:

A 30-acre portion of the old Clemenceau town site is located northwest of Willard Street and Mingus Avenue. The acreage backs up to Del Monte Wash and is across the street from the Clemenceau Museum and Cottonwood Elementary School. This area provides opportunities for infill and redevelopment. A more intensive, pedestrian-oriented, mixed-use type of infill development could be highly suitable here; however, such development needs to be carefully designed to fit into the surrounding area in a compatible manner. Improved pedestrian/bicycle connection to Old Town, including a direct link across Del Monte wash, should be included as a key part of the redevelopment of this site. Most of the property is currently zoned R-1. The centrally located property is a prime candidate for consideration for an innovative, compact, efficient, mixed use, planned development.

CENTRAL AREA

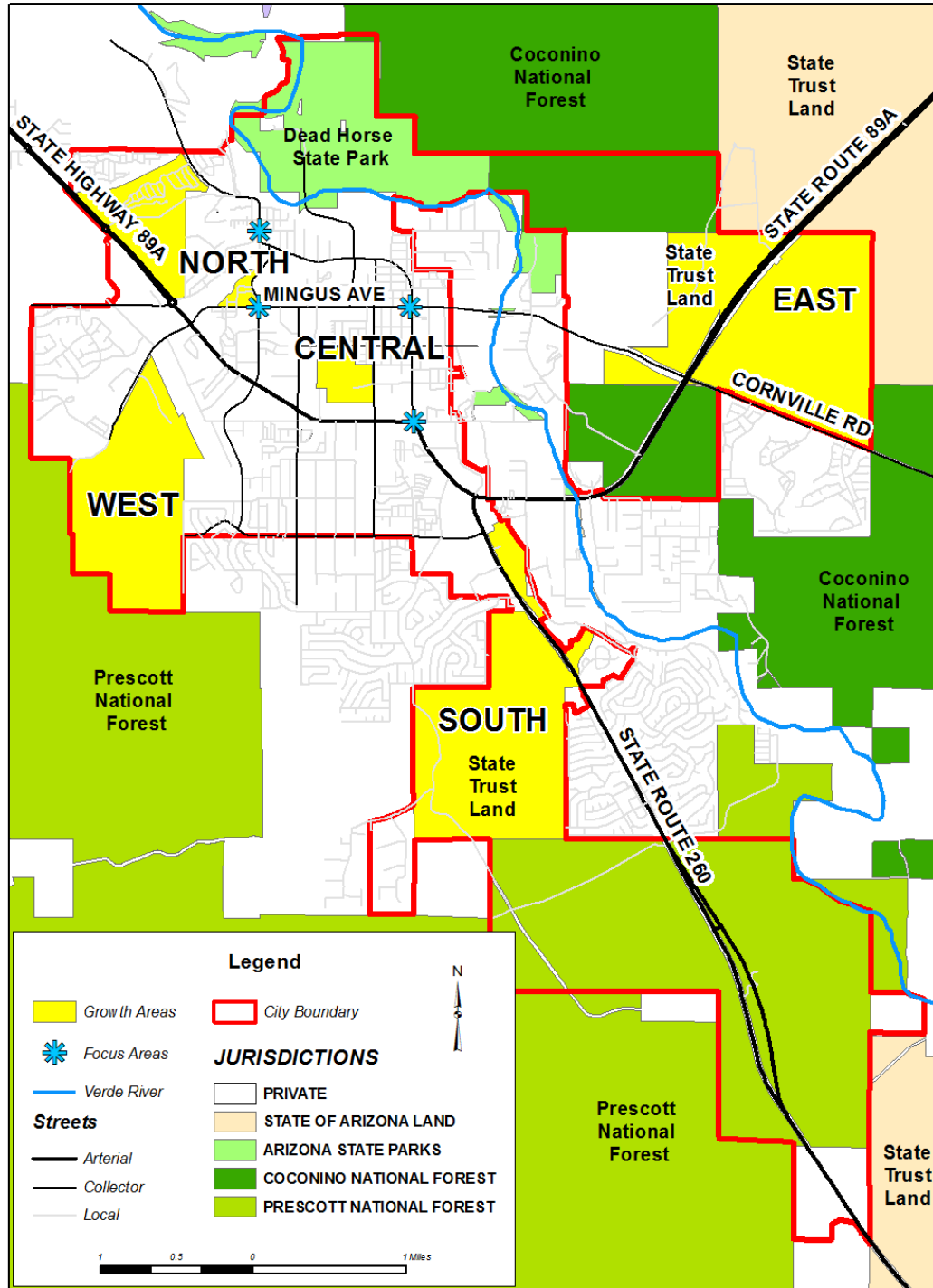
Fairgrounds / Central Area:

Between 1917 and 1939, the United Verde copper smelter plant and associated uses developed by Jimmy “Rawhide” Douglas were operated in the area generally between the Willard Street and the Fairgrounds site and over towards present day SR 89A. The smelter was used to process ore from the Jerome mines to refine and produce copper. Slag is a by-product of the copper smelting process and is primarily comprised of waste material separated and poured off from the molten copper in giant crucibles, typically in a dramatic firefall of flames and smoke. For over 20 years, the slag was poured off the top of the mix of molten material in the crucibles resulting in a small mountain of rough black rock. The slag pile is located directly west of the Verde Valley Fairgrounds between North 6th Street and North 12th Street.

In 2013, a private business started preparing the site for a processing operation to remove the slag pile material, which will be crushed and bagged for use as industrial abrasives and other commercial uses. The site, which covers about 74 acres, is centrally located within the city and surrounded by a variety of uses, including single family, multi-family, commercial, industrial and community facilities. The planned removal of the slag pile could take 15 to 20 years or more to complete; however, once the slag pile is removed, the property will become a prime candidate for redevelopment. Redevelopment of the area could include more industrial type uses; however, there are other possible future uses, including a mix of community facilities and recreational uses, as well as multi-unit housing and commercial uses. In 20 years or so, when the processing operation is completed, the site could be restored and redeveloped as a mixed-use town center with attractive housing, commercial uses and pedestrian oriented streets linking to the surrounding area.



Growth Areas





G. STATE TRUST LANDS

I. STATE TRUST LAND ANNEXATION

The 10 square mile block of State Trust Land (approximately 6,479 acres) located immediately to the northeast of Cottonwood along State Route 89A has been proposed for annexation by the City of Cottonwood. Portions of the area are located on each side of SR 89A from near Bill Gray Road heading east for approximately three miles. For annexation, the Arizona State Land Department (ASLD) requires “Conceptual Land Use Plans” to be produced to consider the viability of a property for development. The layout of the site is considered conceptual only since it may take many years before there is a specific development proposal for the property. There is no developer associated with the property at this time.

2. CONCEPTUAL LAND USE PLAN

A series of “conceptual land use plans” for the State Land block were developed through a public planning process that included citizens and representatives of various agencies and groups. A summary of the key points of the planning process is included in this section. The Arizona State Land Department requires a Conceptual Land Use Plan so as to consider potential land use, street layout and open space scenarios. The conceptual land use plan must address the following:

- a) Appropriate land uses, including commercial, industrial, residential and open space uses;
- b) Transportation corridors and infrastructure requirements; and
- c) All natural and artificial constraints and opportunities associated with the land.

3. PURPOSE

Of primary importance to the ASLD is the need for the annexation to be consistent with their mission statement and to maximize the benefit to the Trust. The proposal for the State Trust lands must enhance value and optimize economic return for the Trust beneficiaries, consistent with sound stewardship, conservation, and business management principles supporting socioeconomic goals for citizens here today and for generations to come. In addition, the proposal must manage and provide support for resource conservation programs for the well-being of the public and the State’s natural environment.

Annexation of this property by the City of Cottonwood will benefit the State Trust by helping to fulfill the goals of the Arizona State Land Department in the following ways:

- The proposal presents a conceptual land use plan based on a highly-efficient development strategy that provides a well-balanced mix of concentrated land development and substantial land and natural resource preservation adding additional value for future development.
- The plan provides for a series of attractive, theme-based residential villages developed according to market-driven principles of sustainability. The village planning areas provide complete livable community features that enhance the attractiveness and overall value of the project.
- The village planning concept with compact, walkable and bike-able neighborhoods supports a more efficient and cost-effective layout of infrastructure, including roads and utilities.
- The proposal recognizes the opportunity for incorporating a strong economic development element into the community, especially with concentrated local and regional commercial development setback along State Route 89A, a major highway connecting Sedona and Cottonwood essentially in the center of the Verde Valley.



- The proposed plan provides an entitlement which realizes the highest and best uses of this property, thereby assuring the best return for the benefit of the Trust. Under the City jurisdiction, future development options for the property will be better positioned to accommodate the most efficient and innovative development proposals. The capacity of the City to manage and serve such levels of community development greatly enhances the overall value, quality and stewardship of the land for future generations.

4. VILLAGE PLANNING CONCEPT

The conceptual land use plan for the proposed 10-section State Trust annexation lays out a series of unique planning sub-areas each with a guiding theme. Residential development will include a variety of distinctive neighborhoods oriented around unique village centers offering a choice of housing types, sizes and designs. The village planning concept will provide opportunities for a range of income levels, housing sizes and age groups, including affordable workforce housing, apartments, family-oriented neighborhoods and attractive senior housing opportunities.

The village planning areas are also related to the innovative water basin planning concept. The water and waste water systems are intended to be designed for each of the basin sub-areas based on the unique needs and level of use of that area.

Vintner / Vineyard Village

- Includes a mix of residential and agricultural uses.
- Provides opportunities for partnerships with local vineyards and wine production.
- Live-Work housing units for vineyard and winery workforce is defined by mixed-use residential integrated into commercial/agricultural setting.
- Vineyards use reclaimed (recycled) water from the community.
- Tourism destination and economic development opportunities designed into development.

Agrarian Village

- Self-reliant and sustainable features featured with development.
- Community gardening, farming, edible landscaping.
- Water conservation, reclaimed water, rainwater harvesting, gray water.
- Farmers markets, commercial marketing co-ops, community supported agriculture.
- Keeping of livestock, farm animals and poultry.

Traditional Residential Village

- Mix of housing variety: single-family, town homes, clustered housing.
- Compact, efficient housing near developed areas allows walkable neighborhoods.
- Lower density neighborhoods on the periphery to buffer National Forest and open space.
- Pedestrian pathways and bicycle facilities, tree-lined streets, front porches, neighborhood parks and gathering spots, recreational amenities.

Mixed Use Village

- Mix of housing, commercial, retail, office, restaurants, entertainment. Includes multi-unit residential uses located above ground level commercial uses.
- Areas closer to SR 89A provide strong economic base with variety of local and regional commercial uses.
- Carefully planned multi-modal circulation system includes walking paths, on-street bicycle facilities and transit stops. More concentrated core development areas are linked to surrounding areas by safe, attractive pedestrian and bicycle routes.



Village Centers

- A series of village centers or neighborhood centers provide primary and core commercial and community services for the village planning areas.
- The village centers would be designed in a compatible manner with the character of the surrounding sub-area in terms of design theme, scale and intensity of development. Focus on walkable, pedestrian-oriented streets in each village center district.
- Includes a mix of residential and commercial uses, as well as potential civic features, parks, plazas, recreational facilities, libraries, and other community facilities.
- Village centers throughout the community linked by multi-modal circulation system, including roadways, pedestrian routes, bicycle facilities and trail networks.

5. WATER PLANNING FOR STATE TRUST BLOCK

Future development to be designed according to the highest standards of state-of-the-art, cutting edge, innovative water planning. The community will serve as a model of water conservation and efficient low-water use development.

- **Water Planning Basins.** The overall community plan includes a forward-thinking water planning strategy based on a series of distinct yet interrelated and compatible sub-basins each designed and managed to accommodate the unique needs of that area. As the community is expected to develop in phases over a number of years, the water planning basins will be designed to respond to and accommodate such phased development in the most advantageous and efficient manner. The water planning basins provide a framework to accommodate the unique needs of the area in terms of water supply, wastewater treatment, water conservation and reclaimed water re-use.
- **Reclaimed Water.** Each of the water planning basins has a wastewater treatment system producing usable reclaimed water at the level necessary for the related uses within that sub-area.
- **Gray Water Plumbing.** Single-family residential includes dual plumbing system that allows use of gray water for landscape irrigation. Plumbing system and site layout coordinated to ensure effective use of gravity fed gray water.
- **Rainwater Harvesting.** Techniques to capture and effectively use rainwater runoff are planned for individual properties, as well as neighborhood and regional scale development.
- **Water Conservation Program.** The entire project to be planned and developed in accordance with a comprehensive state-of-the-art water conservation strategy.

6. CIRCULATION PLANNING FOR STATE TRUST BLOCK

All of the village centers and land use activity areas shall be designed to include multiple modes of transportation options with emphasis on pedestrian and bicycle modes. Bicycle and pedestrian facilities are integrated into street right-of-way, as well as with separate pathways through open space corridors. Pathways separate from the road corridors need to meet the highest safety standards, especially where pathways cross streets. Grade separated bicycle and pedestrian crossings can be included with major street crossings.

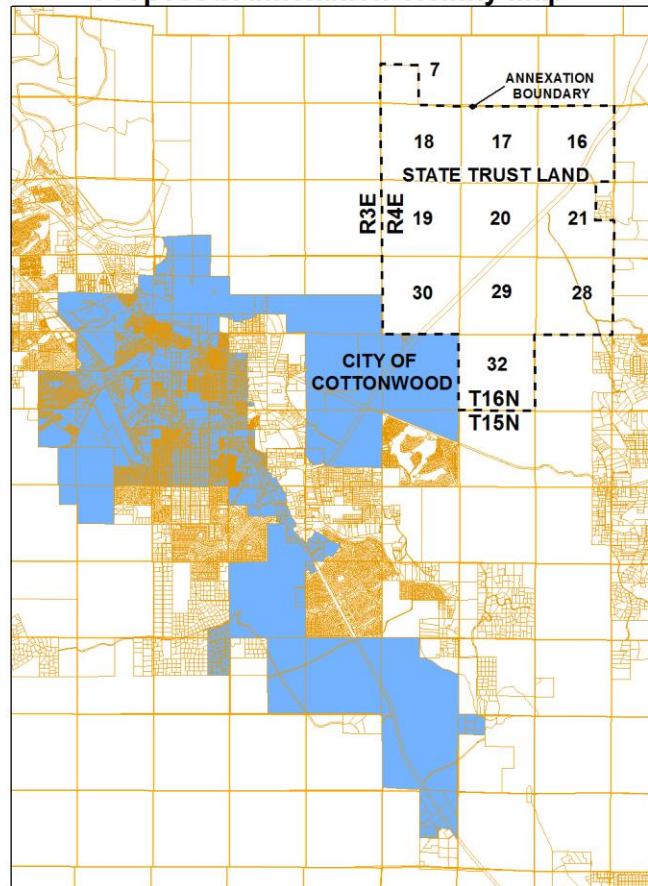


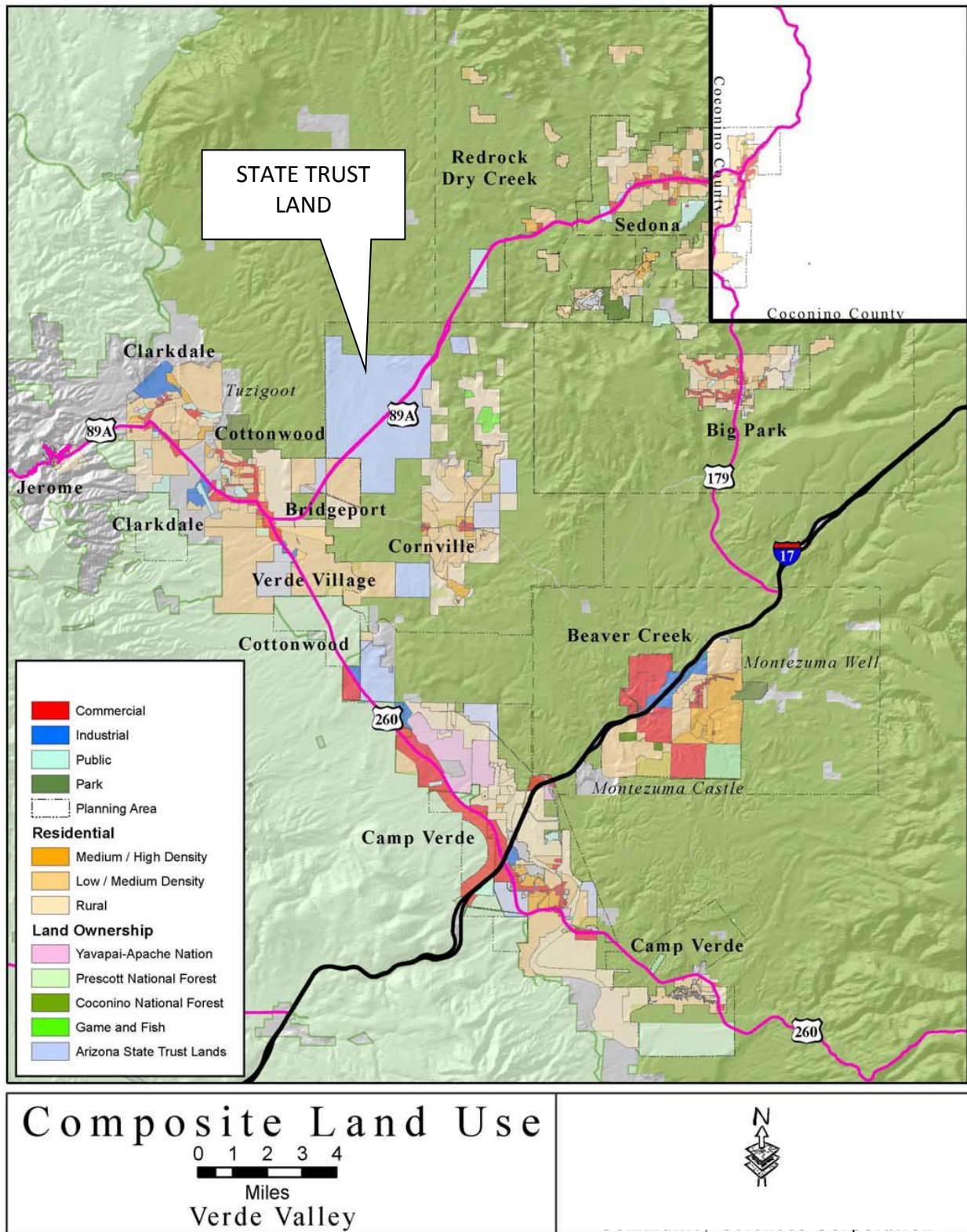
7. OPEN SPACE PRESERVATION / STATE ROUTE 89A SCENIC CORRIDOR FOR STATE TRUST BLOCK

Preserve unique and sensitive lands as open space so as to protect wildlife, scenic views, watershed values and economic investment in a manner that balances conservation of the natural environment with land development.

- **SR 89A Scenic Corridor.** Provide continuous open space corridors on the State Trust Lands along each side State Route 89A, so as to maintain an attractive visual corridor and otherwise define the character of the community as balanced with the unique natural setting.
- **Wildlife Corridors.** Identify and protect key wildlife corridors so as to mitigate corridor and habitat fragmentation. Protects wildlife corridors along Sheepshead Canyon and Spring Creek Wash.
- **Washes and Hillsides.** Protects steep slopes and hillsides, ridgelines, significant mountainous areas, wildlife habitat, and washes and drainage areas.
- **Buffering:** Establishes a defined edge of development between the project area and nearby communities of Cottonwood, Cornville, Sedona and others through protected open space buffers. The natural open space separation between communities provides visual and aesthetic attributes, allows space for wildlife to move through and helps to emphasize and highlight the unique character of each community.
- **Multi-Use Trail Network.** Interconnected network of public recreational trails and open space corridors throughout the entire project area. Includes multi-use trails around the periphery of the State Land property, as well as links to the surrounding National Forest.
- **Community Amenities:** Open space, parks and recreational amenities located throughout the community in each of the village neighborhoods.

Proposed Annexation Vicinity Map







H. GOALS AND OBJECTIVES – Growth Area

GOAL 6-1 SUPPORT MANAGED AND ORDERLY GROWTH THAT CONSERVES RESOURCES, REDUCES AUTO DEPENDENCY AND PROVIDES FOR COST EFFECTIVE INFRASTRUCTURE.

- Objective 6-1. A** Support efficient, compact, mixed-use, innovative development in designated growth areas where infrastructure is existing or extension of infrastructure is practical and cost effective.
- Objective 6-1. B** Support a city-wide sub-area planning process that identifies development needs and opportunities and that helps to coordinate infrastructure planning for identified growth areas.
- Objective 6-1. C** Continue to monitor development demand and land availability as a means to guide sub-area planning.
- Objective 6-1. D** Develop incentives that encourage infill development based on compact, mixed use, multi-modal design. Support redevelopment of existing developed areas with similar innovative design and planning.
- Objective 6-1. E** Ensure consistency between the Growth Area, Open Space, Land Use, Circulation and other general plan elements.
- Objective 6-1. F** Coordinate open space designation in growth areas with surrounding areas so as to ensure interconnected networks of open space, wildlife corridors, major drainages and washes, and riparian corridors.
- Objective 6-1. G** Participate in the review process for Prescott and Coconino National Forest management plans and related regional recreation and land use planning efforts so as to ensure proposed development projects in adjacent areas of the City are planned in a compatible manner.

GOAL 6-2 COORDINATE INFRASTRUCTURE PLANNING AND FUNDING WITH RELATED PUBLIC AND PRIVATE DEVELOPMENT ACTIVITY.

- Objective 6-2. A** Coordinate needed public improvements, including transportation, water, sewer and drainage, through the City's Capital Improvements Plan.
- Objective 6-2. B** Continue to investigate and pursue grant opportunities and other funding strategies that support ongoing infrastructure improvements related to growth and development.

GOAL 6-3 ENSURE THAT PLANNING FOR STATE TRUST LANDS WITHIN THE CITY AND ANY AREAS PROPOSED FOR ANNEXATION ARE COORDINATED WITH THE ARIZONA STATE LAND DEPARTMENT SO AS TO ACHIEVE A MUTUALLY BENEFICIAL OUTCOME.

- Objective 6-3. A** Ensure there is an open public planning process to guide the vision and future use of State Trust Lands.
- Objective 6-3. B** Encourage residential development that offers a choice of housing types, sizes and designs so as to meet the needs of a diverse population.
- Objective 6-3. C** Encourage residential development that provides opportunities for a variety of income levels, including affordable workforce housing.



- Objective 6-3. D** Provide continuous open space corridors along major highways abutting State Trust lands so as to maintain attractive visual corridors.
- Objective 6-3. E** Preserve unique and sensitive lands as open space so as to protect wildlife, scenic views, watershed values and economic investment in a manner that balances conservation of the natural environment with land development.
- Objective 6-3. F** Identify and protect key wildlife corridors so as to mitigate corridor and habitat fragmentation.
- Objective 6-3. G** Encourage the protection of steep slopes and hillsides, ridgelines, significant mountainous areas, wildlife habitat, and washes and riparian areas.
- Objective 6-3. H** Designate all State Trust lands with the “Planned Development” Land Use classification in the General Plan so as to support innovative yet efficient, mixed-use development projects.
- Objective 6-3. I** Ensure proposed development projects include the most efficient multi-modal transportation strategies, including interconnected pedestrian and bicycle routes throughout the project, neighborhood traffic calming techniques to emphasize safe, people-oriented residential areas, and collector and arterial streets designed according to “complete streets” principles to accommodate all modes safely and efficiently with attractive streetscapes.
- Objective 6-3. J** Support state-of-the-art water conservation planning, including use of reclaimed water for irrigation, sub-area waste water treatment strategies, system-wide water harvesting techniques, and comprehensive water conservation programs.